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WAR FOOD ADMINISTRATION
Office of Marketing Services
Washington 25, D. C.

February 20, 1945

SHELL EGG MEMORANDUM No. 4

To: Egg Graders

From: B. W. Kempers, Senior Marketing Specialist, Inspection and Grading Division, Dairy and Poultry Branch

Subject: Special Instructions for the Inspection of Shell-Treated Eggs for WFA Procurement Program

POINT OF ORIGIN

1. The purpose of this Program is procurement of fine quality shell eggs for export. This means that unwashed, shell-treated, properly cooled graded and handled eggs must be obtained.
2. All lots will be reinspected at destination. This will afford opportunity to correlate shipping point and terminal market grading.
3. Inspection shall be made only after the oil has dried on the shell.
4. Since vendor must submit certificate with offer, inspection must be made prior to offer. It will therefore be satisfactory to inspect prior to strapping and stenciling.
5. To protect vendor and to furnish us with a record of handling you are to record:
 - (a) The temperature of the eggs at time of inspection
(see paragraphs 4 and 8 - Mechanics of Shell Egg Grading).
 - (b) Temperature of holding room.
 - (c) State if holding room regular cooler (if not show where held).
6. Each case is to be stamped under your supervision with the 1944 or 1945 block grade stamp. Sample cases to be double-stamped. Apply stamps so as to be legible.
7. Case and filler description must be complete. Do not call a case new unless it meets the requirements of railroad classification specifications which are as follows:

"Ends, sides, top and bottom must be of not more than 2 pieces each. Top and bottom must cover entire areas of top and bottom. Ends must have cleats at top and bottom not less than 1-1/4 x 7/16 inches. Ends made of 2 pieces must have not less than 2 nails in each end of each piece, nails clinched. Sides, top and bottom must be not less than 3/16 inch thick. Ends must be not less than 7/16 inch thick. Panel ends may be used if made of 5/16 inch material completely surrounded by cleats not less than 1-1/4 x 1/2 inches, securely nailed with not less than 6 nails in each cleat, nails clinched. Center partition must be not more than 2 pieces, not less than 7/16 inch thick, and so placed when nailed that it will be squarely across the case, plumb and level with the top and bottom. Any inside dimension of each compartment must be not less than 11-3/4 inches. Three penny fine cement coated, large headed nails must be used, 18 on each side, 21 on bottom and not less than 8 on top (4 in each end, except where drop-cleat cover is used 3 nails in each will suffice). Staples may be used in lieu of nails if clinched on inside. Tops may be fastened by wire spring secured to cover at each end and locked beneath upper end cleats."

8. Recording of percent of eggs packed small end up should be done by changing the heading "% med. under 23 oz." to "% small end up" on 1944 revision of Shell Egg Grading Certificates.
9. Follow the procedure as outlined in the 1945 Mechanics of Shell Egg Grading. Pay particular attention to the drawing of the samples which must be selected by the grader.

For the purposes of this announcement, do not draw samples if eggs are in a refrigerator car.

10. When eggs meet the normal requirements for Procurement grades but do not meet the WFA Export Requirements, as listed below, handle as instructed on page 9, par. L of the Mechanics of Shell Egg Grading. The special export requirements are:

- (a) Not more than 5% of the eggs may be packed small end up
- (b) Cases must be new and meet railroad specifications - there can be no exceptions to this requirement.
- (c) No individual eggs should exceed 27 oz. per dozen - this means you must use an individual egg scale.
- (d) Eggs must be under refrigeration at time of inspection.
- (e) Eggs after processing must be dry - not sticky.
- (f) Albumen shall show no evidence of coagulation.
- (g) No washed eggs permitted. If you have reason to believe part of the eggs have been washed, place the following statement beneath the grade:

"Eggs in this lot have the appearance of having been washed."

11. Whenever you find or have knowledge of a plant shell-treating eggs not in accord with Exhibit A, or which are not being held under refrigeration after inspection and prior to shipment, report such cases to the Washington Office through your State Supervisor.
12. Attach a copy of your work sheet or certificate to the inside of car door, or have this done by vendor.
13. Applicant, point of origin grading, is vendor.
14. Should any special questions arise not covered in these instructions, Exhibit A, or Mechanics of Shell Egg Grading, before proceeding with inspection contact your immediate supervisor.

DESTINATION

1. It is imperative that inspection be made on day car is placed on warehouse siding. No exceptions will be permitted.
2. Size of Sample. Since destination inspection must receive prompt attention, size of sample may be based on the following:
 - (a) Normally 1000 eggs from 10 cases must be examined.
 - (b) When pressed for time and quality of first 5 cases is uniformly good, it will not be necessary to examine additional 5 cases.
 - (c) No car shall be rejected unless 1000 eggs from 10 cases have been examined.
3. Determining Net Weight
 - (a) When time is available, use procedures as show in Mechanics of Shell Egg Grading.
 - (b) When pressed for time, it is suggested the gross be determined by weighing 10 individual cases and subtracting the average tare.
 - (c) It is necessary to determine that the average net weight is 45 lbs. or more, and that no cars weigh less than 44 lbs. net.
4. Stenciling of the cases should be noted and any deviation from the contract provisions must be recorded.

5. Cases, fillers, flats and strapping shall be examined to determine compliance with contract provisions.

This includes:

- (a) Quality of wood
 - (b) Thickness of wood
 - (c) Number of nails (shiners constitute poor nailing)
 - (d) Spacing of straps
 - (e) Spacing of center board
 - (f) Firmness and type of fillers and flats
6. Individual egg quality shall be recorded on certificate.
7. Individual egg size when under weight shall be recorded on certificate.
8. Number of eggs packed small end up shall be recorded on certificate.
9. List the following data on each certificate
 - (a) Contract number
 - (b) Name of packer and address
 - (c) Certificate number (original) - refers to number on shipping point certificate.
 - (d) Grade at point of origin
 - (e) Incoming car number
 - (f) Exact count of cases in car
 - (g) Lot number under which product will be stored
10. Show applicant as Procurement and Price Support Branch.
11. State fees in terms of hours; any expenses in terms of cash amount.

12. What to do with results:

- (a) If car meets requirements, notify warehouse by giving them carbon copy of memorandum.
- (b) If car is damaged in transit, warehouse or you should notify railroad representative and wire collect the extent of damage to Shipping and Storage representative. (See Mechanics of Shell Egg Grading, par. 17.)
- (c) If car does not meet destination grade or fails to meet packaging requirements (1) Wire vendor collect, stating
 - i. Number of car
 - ii. Contract number
 - iii. Why it fails to meet specifications
 - iv. Who to contact

eg., (car PFE 1234, contract 7621 AW fails to meet destination requirements, due to improper stenciling and nailing. Contact Riley Chicago). (2) send copy of wire collect to regional (point of origin) Procurement and Price Support Representative - eg., (following wire sent to Sam Jones, Podunk, Wisconsin, Car PFE 1234, contract 7621 AW fails to meet destination requirements improper stenciling and nailing.)

In your wire state specifically where in the stenciling and nailing fails to meet requirements.

13. Disposition of certificates:

- (a) Original and copy (airmail when practical) to regional Procurement and Price Support representative in area from which car was shipped, to be sent within 24 hours of time of inspection.
- (b) One copy to Washington office. This copy must be sent in daily from issuing office.
- (c) Two copies to State supervisor, one of which will be forwarded to the Washington office at the close of the month with FDA 188:
- (d) One copy to vendor.

REGIONAL SHIPPING AND STORAGE REPRESENTATIVES

<u>Area</u>	<u>Name and Address</u>
Northeastern	John A. McAuliffe Room 1502 - 150 Broadway New York, N. Y.
Midwestern	George H. Cheely Room 1308 - 5 South Wabash Ave. Chicago, Illinois
Southern	Harold T. Anderson Room 910 Falls Building Memphis, Tenn.
Southwestern	O. Martel Bowen Room 425 Wilson Building Dallas, Texas
West Coast	Everett A. Levi Room 700 Pacific Building San Francisco, Calif.

REGIONAL PROCUREMENT AND PRICE SUPPORT REPRESENTATIVES

<u>Area</u>	<u>Name and address</u>
Northeastern	B. J. Southwick 150 Broadway New York, N. Y.
Midwestern	E. K. Riley 5 South Wabash Ave. Chicago, Illinois
Southern	Ralph Woodside Western Union Building Atlanta, Georgia
Southwestern	Lathan White 425 Wilson Building Dallas, Texas
West Coast	Hedley O. Wands 821 Market Street San Francisco, Calif.

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May 8, 1945

Reserve

WAR FOOD ADMINISTRATION
Office of Marketing Services
Washington 25, D. C.

SHELL EGG MEMORANDUM NO. 5

To: Egg Graders

From: B. W. Kempers, Inspection and Grading Division
Dairy and Poultry Branch

Subject: Special Instruction for Identifying Carload
Shipments of Shell Eggs

Food Control Regulation No. 14 issued to all agents of the United Nations Shipping Representatives and Licensed Ship Suppliers provides that a shell egg grade certificate, issued by this Division, is to be honored for 14 days when certificate covers storage eggs, and 21 days when certificate covers a delivery of fresh eggs, provided that product has been held under proper refrigeration and has not been damaged due to some outside cause.

During the present emergency, a large amount of these eggs are purchased under priority through the Quartermaster Market Centers. It has therefore become necessary that we alter our instructions as contained in the Mechanics of Shell Egg Grading with reference to identifying the lot (page 9, par. 10).

Each case in the lot of shell eggs purchased under this priority system and destined for shipment to a WSA ship supplier shall be identified with the lot number, which is the certificate number and, in addition, the month and the date on which the product was inspected shall be shown. This shall be put into effect as follows: The certificate number shall be inserted in the left side of the channel, followed by the month and the date of the month. The month of the year shall be abbreviated, consisting of not more than three letters.

W. H. Kempers



